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Hongkong Daily Press.

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No. 14,562 號二十五百五千四萬一第 日八十月十年十三緒光 HONGKONG, THURSDAY, NOVEMBER 24TH, 1904. 四拜禮 號四廿月壹十一年四零百九千一英港香 PRICE, \$3 PER MONTH.

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SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—New lot of Tweed Suitings,
Trousers, and Fancy Vestings.
Also Smart Neckwear, Stylish Coats and
Shoes, and Fashionable Hats and Caps in
Highest Grade.
Inspection Invited.
Hongkong, 5th August, 1904.

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HO-NAM, CANTON.

NEWLY OPENED.

SITUATED on the River Front at Ho-nam
almost facing Shumshen.
Rooms elegantly furnished, large and lofty
with Spacious Balconies. Excellent Position.
Free from Obnoxious Surroundings.
Boat always in attendance.
Telegrams receive prompt attention.
Visitors to Canton should not fail to secure
accommodation before leaving Hongkong.

CHAN CHING KUEN,

Manager.

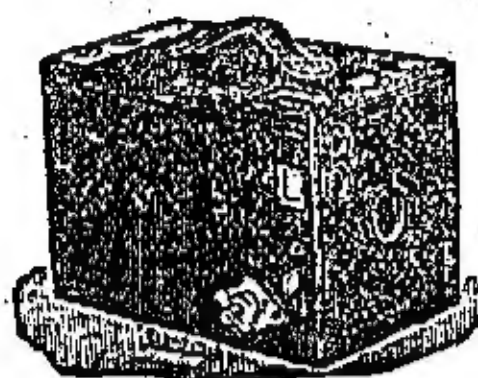
Canton, 27th October, 1904.

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Hongkong, 15th August, 1904.

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Hongkong, 24th November, 1904.

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23 and 25, QUEEN'S ROAD.

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ANNUAL, ILLUSTRATED LONDON NEWS,
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Kipling's Trophies and Discoveries ... \$1.75

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The Crisis, by Churchill ... 1.75

Tommy & Co., by Jerome Jerome ... 1.75

God's Good Man, by Corelli ... \$1.75

Pemberton's Voice ... 1.75

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Brown's Nautical Diary ... 1.90

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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PAIL MAIL,"

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11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature

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C.P. & Co.'s INVALIDS' PORT

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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

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TRAFFICS AND DISCOVERIES,

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WHOSOEVER SHALL OFFEND, by Marion

Crawford 1.75

ADDRESS OF VLADE, by Stanley J.

Weyman 1.75

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THE BRETHREN, by H. Rider Haggard 1.75

THE SIGN OF THE STRANGER, by W. Le

Queux 1.75

AUNT HULDAH, by McGowan 1.75

CAPRICIOUS CAROLINE, by M. de Albanesi 1.75

THE MAN BEHIND THE DOOR, by A. C.

Gunter 1.75

BODY BUILDING, by Sandow 0.80

LAMIA'S DIARY, by Alfred Austin 0.80

QUEER THINGS ABOUT JAPAN, by

Douglas Sladen; Cheap f.d. 0.50

AFTER WORK, by E. Maistron 0.50

ADVENTURES IN TIBET, by Sven Hedin 0.50

CHARACTERS OF THE SEA. LIFE STORIES

OF SOME SEA BIRDS, BEASTS AND

FISHER, by F. T. Bullen 0.50

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ILLUSTRATED LON. NEWS; BLACK AND

WHITE; HOLLY LEAVES.

DECIMAL EXCHANGE TABLES
ON SUM OF 100 AT RATES 1-500.
ASCENDING BY 1/10THS, AND THUS
WORKED TO 6 DECIMALS, AND
TABLES OF DISCOUNT AND
PREMIUMS ON SUM OF 100 FROM
1/32 TO 1/2 ASCENDING BY 1/32nds.
To 5 DECIMALS, by A. D. Brent \$13.00

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GREETINGS.

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CHINESE RICE PAPER CARDS WITH

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An Album of Views of Hongkong

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Agents for H. W. JOHN'S ASBESTOS GOODS.

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Telephone No. 358.

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Hongkong, 24th August, 1904.

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CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

SPECIAL FOR SATURDAY

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED
FRESH FROM CADBURY BROTHERS \$1.00 PER POUND.

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CHEMISTS AND PERFUMERS,

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LATEST AND MOST FASHIONABLE STYLES.

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IN THE EAST.

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Hongkong, 31st October, 1904.

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A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

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Special Rates for Tourists.

Launch Service for Guests.

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MANAGER.

Hongkong, 31st October, 1904.

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Established 1719,

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

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LAUTS, WEGENER & CO.

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Hongkong, 18th May, 1903.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory

Bags of 250 lbs. net \$3.20 per bag ex Factory

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st September, 1904.

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HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

These premises, formerly known as the

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have been thoroughly renovated and furnished

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Cool Rooms, Comfort of Residents, and the

Cuisine a specialty.

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THE MANAGER.

Hongkong, 7th October, 1904.

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(ESTABLISHED 1825.)

THE Accumulated Funds of the Company

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and the annual revenue is at the rate of

\$3600

PER DAY.

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BLEND

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SCOTCH
WHISKY.IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
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Telegraphic Address: PARSU, Codes: A.B.C. 6th Ed.
Liber's
P.O. Box, 33. Telephone No. 12.

BIRTHS.

On 22nd November, at Shumee, Canton, the
wife of EMIL HUE, of a son.
On 22nd November, at Rocklands, 7, Robinson
Road, the wife of ARTHUR W. OUTREBROOK, of a
daughter.
On 15th November, at Shanghai, the wife of S.
TR. von Goss, of a daughter.
On 18th November, at Shanghai, the wife of
WALTER ENGLAND WILSON, of a daughter.
At Glasgow, the wife of W. P. S. TAYLOR, of a
son. (by cable).

DEATH.

On 15th November, at Shanghai, ALEXANDER
ALLAN, Chemist, aged 80 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 24TH, 1904.

PERHAPS it is proper to regard as sym-
ptomatic of Hongkong's influence in en-
couraging the "Europeanisation" of China
the fact that a local Chinese gentleman,
Mr. TSE TSAN TAI, has written a letter to
the *Times*, just as any country gentleman at
home might do. Mr. Tse has done more:
he has favoured us with an advance proof
of his contribution to the great London
journal, and requested us to notice that his
remarks apply more particularly to the
empire of China, because "no Society exists
for the purpose of protecting and preserving
its ancient monuments and historical relics."
Our impression was in itself such a Society,
and nearly every Chinaman an enthusiastic
member thereof. We derived the impres-
sion from the incidents that have usually
followed efforts to make roads and railways,
threatening here a neglected burial mound,
or there some other form of geomantic relief
of *fung-shui*. However, as Mr. Tse TSAN
TAI assures us there is no such Society, we
must be prepared to believe that the trea-
sures of antiquity in China are at present
running as great a risk as he thinks the
relics of Egypt and other occidental fields
of antiquarian research are exposed to. In

his letter to the *Times*, he denounces the
excavations "in Egypt, the Euphrates
Valley, Ancient Greece and Italy," as so
many "acts of vandalism"; and he appeals
to "every Historian, Bibliologist, Archae-
ologist, and Egyptologist" to stop them.
He does not explain his position with
regard to manes, whether with his evident
Western learning he has retained the popular
Chinese beliefs in the potency for good or evil
of ancestral spirits, or not. With such beliefs,
it would be more easy to understand his
letter, and to sympathise with the distress
these "acts of vandalism" appear to have
occasioned. He seems to have based his
protest, however, on the one assumption
that the relics removed will suffer by
removal. "These priceless relics of ancient
civilization," he writes, "and incontestable
proofs of the history of mankind and the
civilization of the world, will, in the course
of time, be either burnt, lost, or destroyed.
They would then be beyond recovery, and
what a loss this would be to the world.
Thousands of years hence, History, which
is now incontrovertible and proved beyond
a doubt, would be regarded as a myth."
It is something difficult to reconcile the
foregoing quotation with his subsequent
remark that "it is a shame to open these
ancient sepulchres and distribute their con-
tents amongst the different museums of the
world." For if these "incontrovertible
proofs of History" are to remain buried
underground, the "loss to the world"
would not be appreciably reduced. This is,
however, not the only inconsistency of this
very interesting letter. Mr. Tse TSAN TAI
almost immediately forgets that he has
written of "these priceless relics," or he
surely would not add: "This morbid
craving for archaeological collections is
contrary to the high ideals of civilization,
and should be checked before it is too late."
Perhaps he had some notion of this after
all, for he proceeds to explain that "in
order to add to our knowledge of the Earth
and its history, archaeological excavations
should be encouraged. . . . but the relics
which are brought to light should not on
any account be removed. They should be
treasured in a building to be built on the
spot." He anticipates objections to this,
and concedes that they may be "temporarily
removed to a place of safe keeping . . . till
it is safe to restore them to the place
of their origin." This savours strongly of
the feeling "which is responsible for the
return, dead or alive, of the Chinese emi-
grant; and no other references made by the
writer with regard to the work of the
archaeologists include "desecration," "re-
spect for the graves of dead nations," and
"robbery of tombs," we may fairly suppose
that his regard is less for education than
for superstition; and (it might be added)
more concerned with hysteria than History.

Peking is said to be full of placards, hostile
not only to the foreigners, but to the "Tartar"
government as well.

The four unfortunate Korean "physicians"
who attended the Crown Princess in her fatal
illness are now in prison.

A "building boom" is reported at the city of
Ichofu. Land is at a high figure. Foreign-
style buildings are going up.

The s.s. *Altanta*, released by the Russian
Prize Court, arrived at Maroma, Hokkaido,
Japan, on the 15th instant.

Mr. J. C. E. Douglas, a British magistrate
at Shanghai, is reported to have broken his
collar bone by falling from his pony.

The German gunboat *Itis* went aground at
the North-East Crossing beyond Kiukiang on
the 18th instant. She got off safely.

There is still friction in the ranks of the
Shanghai Volunteer Artillery. The captain
who resigned, it now appears, was never properly
elected.

Mr. H. B. Collins, the foreigner arrested as
a spy by the Yokohama *Junsei*, is now said to be
a Portuguese. He returned from Port Arthur
recently.

The American Consul at Shanghai has called
upon the Taotai to punish the editor of a venu-
lar newspaper which has been defaming
foreigners.

To-day being the 24th of November, the
American Thanksgiving Day, there will be a
Thanksgiving dinner served at the Kowloon
Hotel to-night.

At the Union Church Literary Club this
evening Mr. T. Swaby will read a paper on
"The Philippines, their people and various
stages of government."

Messrs S. C. Eamham, Boyd, & Co. under-
took the work of salving the sunken mail tender
Whangpoo, in the river at Shanghai. We
published details of the collision last week.

His Excellency Chou-fu has advised the
Chinese Government to employ more British
for financial, and Japanese for military, reforms.
The compliment is almost a double-edged one.

Judgment in the action brought by the
Osaka Shosen Kaisha against the owners of
the s.s. *Prometheus* may be given by the Chief
Justice on Friday.

Last evening there was admitted to the
General Hospital a Chinese woman who had
been knocked down by a tramcar. She was
not expected to recover.

The Canton Amateur Theatrical Society will
produce "Juno," a three-act farce, at the Canton
Club Theatre on Saturday evening, com-
mencing at a quarter-past nine.

The Chinese Government has informed the
American Minister, Mr. Conger, that it has
decided to cancel the concession to the Ameri-
can Company for the Canton-Hankow railway.

The Victoria Recreation Club and Hongkong
Boat Club crews, taking part in the Canton
Regatta, leave for Canton to-night. Many of
their friends are going up with them. The first
race commences at 1 p.m. to-morrow.

A Shanghai commission agent named James
Mitchell was prosecuted by the Crown Advocate
there on the 15th instant for frauds on Chinese
merchants. He was arrested on the French
Mail just leaving for Home. He was sentenced
by the Supreme Court, after trial by jury, to
six months' imprisonment.

The Amateur Dramatic Club again played
"Doro" by "to an appreciative audience at the
City Hall last night. The performers are
now settling down to their parts, and the piece
went off with perfect smoothness, encores
being frequent. It is to be repeated this
evening, on Saturday, and on Monday.

Mr. D. W. Stevens, recently appointed
Japanese Adviser to the Korean Foreign Office,
was entertained by the American Association
of Japan early this month at Tokyo's famous
Maple Club. Replying to a toast, he said he
would do his best to cultivate good relationships
between Japan and Korea.

Another numerous and appreciative audience
at the Tent at Causeway Bay last night testi-
fied to the popularity of Harmsen's Circus have
gained with local residents. The triple trapeze
act by Nellie, Jonnie, and Willie Harmsen
were especial favourites; the entire per-
formance being of a most varied and pleasing
character.

One of our most esteemed contemporaries
seems to think the Chinese Minister in London
is a wooden ship in need of repair. It announces
"The probability is that his Excellency will be
recalled by next spring." Another contem-
porary reports that Chang Ts-yi is to be
supplanted (at the London Embassy) by Tso
Ping-lung, an expectant Taotai, and formerly
Consul in Bombay.

This afternoon at Happy Valley a match will
be played between teams representing H.M.S.
Vengeance and the West Kents. The latter
team have never been beaten since leaving
England, and as the *Vengeance* team holds a
good record in the East, followers of football
who are in attendance should witness an excit-
ing game. The following will represent
H.M.S. *Vengeance*: Marchant, goal; Brown
and Gordon, backs; Morris, Davis, and
Cornick, halves; Ravel, Keywood, Burness,
Gilbert and Plummer, forwards. Kick-off,
4 p.m.

The general committee of Lodge St. John
(618 S.C.) has arranged to hold a banquet and
concert to celebrate St. John's Day (12th
December). It has been decided that the ban-
quet be a subscription one, only Master Masons
to be permitted to attend. The following sub-
committees were appointed:—Supper and Wine
Committee—Wor. Bros. H. Horley, J. A.
Tarrant, and Bro. J. L. Cotter. Invitation
Committee—Wor. Bros. H. Horley, J. A.
Dickie, and H. B. Bridger. Music Committee.
—Wor. Bro. H. Bridger, Bros. C. J. Tyndale
Lee, H. F. Campbell, A. P. Goodwin, and J. L.
Cotter. Decoration Committee.—Wor. Bros.
H. Horley, J. A. Tarrant, J. Dickie, H. B.
Bridger, C. F. Focken, H. T. Jewitt, Bros. J.
L. Cotter, R. Hemmings, C. J. Tyndale Lee,
E. A. Early, H. W. Strike, A. P. Goodwin,
and A. Ritchie.

AN INTERESTING WEDDING.

At St. John's Cathedral yesterday afternoon
Captain Gny Reginald Archer Gaunt, com-
mander of H.M.S. *Vengeance*, and Margaret, widow
of Mr. Philip Jukes Worthington, of Leek,
Staffordshire, second daughter of Mr. Thomas
Wardle, of Leek and Swinley, were married.
The Rev. W. H. Chappell, of H.M.S. *Vengeance*,
performed the ceremony. The bride looked very
sweet in a dress of cream lace over cream
silk and a picture hat of cream ostrich feathers.
She was given away by the Hon. Gershom
Stewart, while Mrs. Gershom Stewart lent her
support to the bride. Capt. Harris, R.M.A.,
of the *Vengeance*, acted as best man. As the
newly wedded couple came out of church they
were greeted with showers of rice, and on their
return to the residence of Mr. Murray
Stewart at the Peak. The bride arrived yester-
day morning by the s.s. *Prinz Eitel Friedrich*,
and was brought from Kowloon to Hongkong
by Commander Gaunt. As his boat passed the
Vengeance, he was heartily cheered by the men
and officers on board. The happy couple will
shortly leave for Macao and the West River on
their honeymoon.

TELEGRAMS.

GENERAL NEWS.

["DAILY PRESS" SERVICE.]

GERMAN-AMERICAN ARBITRATION
TREATY.

LONDON, 23rd November.

An arbitration treaty between the United
States of America and Germany has been
signed at Washington.

BLIZZARD IN GREAT BRITAIN.

LONDON, 23rd November.

A blizzard has swept over Great Britain,
with frightful results in many districts.
There are numerous wrecks on the coasts;
the railway traffic was disorganized, trains
being blocked; and a formidable list of
fatalities is daily increasing in the Press.

[REUTERS' SERVICE.]

THE JAPANESE HOUSE TAX.

LONDON, 21st November.

The League Tribunal on the Japanese House
Tax question was opened yesterday.

THE WAR.

["DAILY PRESS" SERVICE.]

THE NORTH SEA ENQUIRY.

LONDON, 23rd November.

The Emperor of Austria has been re-
quested to appoint the fifth commissioner
for this enquiry.

[BY COURTESY OF JAPANESE CONSUL.]

CONFLAGRATION AT
PORT ARTHUR.

Tokyo, 23rd November.

Our Port Arthur army reports that the
buildings near the Arsenal caught fire
about noon on the 22nd instant owing to
the bombardment by our naval guns, and
until 9.30 p.m. they were still burning.

[REUTERS' SERVICE.]

ANOTHER VERSION.

LONDON, 21st November.

The correspondent of the *Express* at
Canea wires that the officers and men of
the Russian Baltic fleet, in a state of wild
intoxication, roamed about the streets, insult-
ing and assaulting the inhabitants. In
their drunken brawls they murdered at least
five persons. Forty Russian sailors deserted
from their ships.

AN AFFAIR FOR VOLUNTEERS.

LONDON, 21st November.

General Kuropatkin reports that on the
night of the 16th October four volunteers
blew up a Chinese building on the Russian
left, occupied by 25 Japanese, all of whom
were killed or wounded. Otherwise every-
thing was quiet.

(From Northern Papers.)

THE RUSSIAN DESTROYER AT
CHEFOO.

CHEFOO, 16th November.

There has been a snowstorm since yesterday
morning. The Russian destroyer No. 2 arrived
here at about 6 a.m. It is the *Ratstorpny*,
which sank the *Hipsang* on the 16th of July
last. The warships lying in the harbour are
the American cruiser *New Orleans* and the
Chinese cruiser *Haiyung*. Captain Chen of
the *Haiyung* called on the Russian destroyer
and after conferring with the captain of the
latter for a few minutes on deck, left for his
own ship. It is reported that furious firing
was heard last night. The captain of the
Ratstorpny states that he received sealed orders
to leave Port Arthur last night. At 11.30 p.m.
he came out of the harbour, and was pursued
by the Japanese fleet for some time, but managed
to escape, taking advantage of the snow-
storm. There was no engagement last night.
The *Ratstorpny* came to Chofoo presumably
for the purpose of communicating secretly with
the Russian authorities. She shows several
traces of shells, but has no serious damage. It
is stated on the best authority that it has
been decided that the *Ratstorpny* shall be disarmed
at once. The captain of the cruiser *Haiyung*
states that at 11 a.m. the Russian Consul here
officially communicated to the Chofoo Taotai
that the *Ratstorpny* will be disarmed and placed
under the protection of the Chinese Navy.
The necessary proceedings in consequence are
expected to take place off the coast of the
Chefoo island.

Tokyo, 16th November.

If the Chinese authorities fail to enforce the
twenty-four hours regulation (to leave or
disarm) Japan is entitled to take upon herself
the disposal of the destroyer, but she will
reserve her right of so doing for the time-being
and merely watch the proceedings.

MORE RUSSIAN NAVAL PANIC.

CHEFOO, 17th November.

The Russian destroyer *Ratstorpny* was
blown up by her own crew, and sank at a little
past 7 p.m. yesterday.

Tokyo, 17th November.

Prior to the sinking of the *Ratstorpny* a
false report of the arrival of a Japanese man-of-
war outside was circulated in Chofoo. Three
Japanese destroyers did actually appear there
at 7 a.m. to-day.

THE "RATSTORPNY'S" CREW.

CHEFOO, 18th November.

Captain Plon, two officers, and about a hundred
men forming the crew of the Russian destroyer
Ratstorpny, had their arms and ammunition
with them when they landed. As there were
other infringements of international law, it has
been decided, the matter having been taken up
by the Japanese Government, that the crew
shall be detained on the Chinese cruiser *Haiyung*.

Tokyo, 18th November.

It is announced from Chofoo that the Taotai
there proposed the detention of the *Ratstorpny*'s
complement with their arms and ammuni-
tion on board the cruiser *Haiyung*, the required
cath being signed by the officers and men. The
Russian Consul agreed to this, and the proceed-
ing was concluded last night.

NEWS FROM THE SHAHO.

Tokyo, 18th November.

The recent reconnoitring operations of the
Russians have been rather extensive, which
probably foreshadows coming activity.

FOOTBALL.

HONGKONG FOOTBALL CLUB v. Y.M.C.A.

This match was played at Happy Valley
yesterday between the following teams:—
Hongkong Football Club.—Chard, goal;
Aucott and Loureiro, backs; Henderson, Brown
and Wenys, halves; Seth, Sayer, Humphreys,
Davies and Maddaford, forwards. Y.M.C.A.:
—Rutledge, goal; A. Ellis and Gilbert,
backs; Sanders, Piercy, and E. Ellis,
halves; Le Breton, Scott, Hamilton, Forbes
and Kincaid, forwards. This was the
first test of the Y.M.C.A., and all things con-
sidered, they have started off very well. The
players had a tendency to bunch, and during
the game there were often three men on the
ball, or the men were wanting. There was no
score during the first half, but in the
second Forbes shot one for the Y.M.C.A.
out of a scramble in front of the goal.
This was shortly followed by an equaliser for
the Club by Wenys, who, with a beautiful
oblique shot from the left wing, sent the ball
between the posts.
Result: Club, 1; Y.M.C.A., 1.

HONGKONG CHESS CLUB.

CITY v. SUBURBS.

The Hongkong Chess Club held the first
match of the season, City v. Suburbs, at the
Librarian's room of the City Hall last evening.
Mr. M. J. Danenberg captained the City team,
and Mr. C. H. Falloon the Suburbans. The
result, a draw, was as follows:—
M. J. Danenberg beat C. H. Falloon
J. H. Kemp lost to E. J. Moses
Dr. J. Lukban lost to A. P. Goodwin
B. L. Lakawara lost to W. W. Pelling
C. H. Woolmer beat L. D. Oliver
T. Swaby beat J. B. Pidgeon
Mr. Danenberg opened against Mr. Falloon
with the King's Knight Gambit. This opening,
indeed, was played in four of the games.
Mr. Moses, opening against Mr. Kemp, Dr.
Lukban against Mr. Goodwin, and Mr. Pelling
against Mr. Lakawara. Mr. Woolmer opened
against Mr. D'Oliveira with Ray Lopez; and Mr.
Pidgeon against Mr. Swaby with the Scotch
opening.

A GANG OF ARMED ROBBERS.

On Tuesday evening a gang of six armed
robbers entered a house in King Lung Street,
close to the fire station, while the fire brigade
was away at the fire near Wellington Barracks.
They held up the occupants, and were ransack-
ing the place, when they were disturbed by the
arrival of a man, probably the master of the
house. They quickly decamped, but not before
an alarm had been given. Two of their number
were caught, and will shortly appear before the
Court. The arms carried by the burglars were
daggers.

FIRE AT WEST POINT.

FOUR GODOWNS GUTTED.

A fire occurred at No. 2 Godown, Chung
Kan lane, between four and five o'clock yester-
day afternoon, and although the fire brigade
was quickly on the scene, very little was saved.
The fire broke out among some rice husks, and
some coals in the godown were the first to
give the alarm. The flames spread quickly, and
before the fire was got under, the goods in the
three adjoining godowns were destroyed. The
fire caught on to other houses in the lane and
also extended to Des Vaux Road. Three of
the godowns are owned by the Man Fat
Yuen firm, and one by the Fu Fun firm of
Wing Lok Street. The damage is estimated at
\$300,000, and the goods and property are in-
sured to the extent of \$75,000 with various
Insurance Companies. It is reported that the
Police were greatly hampered in their work by
European spectators, and that some discredit-
able scenes were witnessed.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 22nd November.

MEN COME AND GO.

Mr. James Scott returned to Canton yester-
day, after an absence of eleven months at Home.
Mr. Campbell, whom he relieves, is to go to
Swatow. The French and German Consuls
here are also new arrivals, and the Commissioner
of Customs, Mr. Mayers, has not been here
long. The "floating" character of outport
population is well illustrated by these changes.

THE VICEROY

has not yet returned from Kwangsi province
and it seems unlikely that he will do so for
some time. He has just sent a large order
for arms and ammunition for his troops to the
authorities here. The Governor (whose office,
it is rumoured, may be abolished) is in charge,
and he will take over the seals of office from
the Hopo on the 1st of the 11th moon
(7th December). The coming abolition of
the famous office of Hopo has already been
announced in your columns.

THE REGATTA.

which is to be held on Friday and Saturday
afternoons, promises to be more successful this
year than last. Arrangements have been made
providing for the comfort of visitors, and these
include a grand stand on the north side of the
river. The racing should be interesting,
though hopes of beating Hongkong are scarcely
entertained here.

CANTON CLUB.

The "Yellow Peril" received a severe shock
here last night when it was decided by a
majority composed chiefly of Germans that no
Asiatics are to be admitted as members of the
Canton Club. This step (an amendment to one
of the new rules now being drawn up) seems to
be quite gratuitous, as anyone not desired as a
member can be prevented from joining in the
usual way. However, it seems a waste of time
to discuss this question after the fact. Your
readers will form their own opinions on the
subject.

A VERY MODERN SHIP.

THE N.D.L. "PRINZ EITEL FRIEDRICH."

The *Prinz Eitel Friedrich* is now
alongside the wharves at Kowloon, on her
maiden voyage; no one should miss a visit to
her. The Captain is particularly proud of his
steering gear, the easily closed watertight com-
partments, a turbine dynamo on the boat deck,
by means of which the boat deck could be light-
ed up in time of emergency, the steam whistle
arrangements, synchronised clocks, telephones,
boat davits and the gymnasium. The
rudder is similar to that of a modern warship,
submerged and out of sight. The vessel
in time of war, therefore, would stand a much
better chance on this account. A special
engine works the rudder, and this is regulated
by hydraulic steering gear on the bridge.
There are eleven water-tight compartments.
To close the doors of these one has only to turn
a little wheel on the bridge. Before doing so,
however, a pin has to be withdrawn from a
socket, and this sets electric alarm bells placed
near each door ringing. There is a loud-spak-
ing telephone from the poop to the bridge.
The steam whistle is blown either by a hand
lever or an electric button. By turning one
switch it sets the steam whistle blowing a con-
tinuous succession of blasts, with a minute
interval between each of them. In the chart
room the cover of the chronometer box has
crystal ports, so it is unnecessary to open the lid.
The clocks throughout the ship, ten in number,
are regulated by electricity, so by moving the
hands of the one in the chart room you
move the whole lot. The boat davits are
much stronger than those usually seen in
ships, being made of hollow steel. Some
of the ventilators are such that they never
require to be turned away from the rain
and spray—they have cowls. In the cabins
also there are ventilators which may always,
no matter how bad the weather, be kept open.
There are side light rooms—not little towers
as in some steamers. These may be heated by
electric stoves, so as to keep the windows clear
of frost in cold weather. The life-boats are
of iron, being provided with watertight tanks.
Both hooks are let go at the same time by a
patent arrangement. The lifeboats are not
circular as we generally see, but shaped like
a horse-shoe. It is not necessary to be a good
swimmer to get into one of these. Fire
hydrants with hoses always connected are
at different parts of the vessel. "Fire
stations" is an easy evolution. The first class
saloon has artistically painted panels, square
windows with automatic screens and fringed
curtains, and large electric fans. All cabins
in both first and second class, are provided
with electric fans. The furniture in the
ladies' parlour is only temporary, as the
regular furniture is at the World's Fair, St.
Louis Exhibition. There are special state-
rooms for those who like to pay higher tariff.
There is a very nice little nursery. The
smoking room is provided with patent rubber
pavement, put together from small pieces.
The ship's drinking water all passes through
patent filters; and the cold storage and
refrigerating arrangements are very fine. The
passengers' letter box, by the way, is quite
an elaborate affair. In the gymnasium on
the upper deck there are arrangements for
taking exercise in every shape and form. The
most attractive are the electric "shaker,"
electric horse, swimming exerciser, rowing
and waist exerciser. The *Prinz Eitel Friedrich*
is a two funnel vessel of 8,864 tons gross;
speed from sixteen to seventeen knots.

SUPREME COURT.

Wednesday, 23rd November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BAKER (CHIEF JUSTICE)
AND CAPT. HON. BARNES-LAWRENCE
(N.AUTICAL ASSESSOR).N.D.L. "WONGKAI" v. B.I.S.S. "UJINA."
This was a consolidated action between the Norddeutscher Lloyd S.N. Co., as owners of the British India s.s. *Wongkai*, and the British India S.N. Co., as owners of the s.s. *Ujina*.

The Hon. E. H. Sharp, K.C., instructed by Mr. Gedge of Messrs. Johnson, Stokes and Master, appeared for the N.D.L., and Mr. M. W. Slade, instructed by Mr. John Hastings, for the B.I.S.N. Co.

Sydney Smith Bull, master of the *Ujina*, was called. He had held a master's certificate since 1870 and had been master since 1891. On the 3rd August last he had commanded the B.I. s.s. *Ujina* for about nine months. He had previously brought ships to Hongkong about a dozen times, always in daytime, though he went out on one occasion at night. He took a Chinese pilot outside the harbour, but gave the executive orders himself and was himself responsible. The *Wongkai* was between half a mile and a mile ahead of his ship when he entered Sulphur Channel. The third officer, helmsman, and Chinese pilot were then on the bridge in addition to himself. The helmsman was a Chinaman—he gave orders to him in Hindustani. The lookout man and landsman were also Indians. The latter was using the lead. Outside witness asked the pilot if there was plenty of water in the Sulphur Channel. There was, and therefore it was unnecessary to use the deeper Northern Channel. Green Island was ahead at 7.25 p.m.—he knew that by the third officer's notes. Outside he was driving his ship—at about nine knots—trying to save daylight. Before reaching Sulphur Channel there was a reduction of speed to about seven and a half knots.

His Lordship—The question is not one of excessive speed. It is not that which made the *Ujina* run into the *Wongkai*. The question is, was there a red light or not on the *Wongkai*? Such would render her contributory to the accident.

Witness, continuing, said he did not know how his ship was heading after having entered the harbour. He covered up the compass so that the light should not blind his eyes. After entering Sulphur Channel he starboarded his helm to get into deep water near Stonecutter's. He did not know that the name of the vessel he struck was the *Wongkai* till after he collided with her. He saw the blaze of lights first about two to three points on the port bow. After starboarding he had to get out of the way of a junk—he ported a trifle and afterwards then resumed his course. He next ported because the man at the lead gave him small water—five and a half. He concluded subsequently that the sounding was wrong, because the landsman afterwards gave him a wrong sounding when he was at anchor. He went a little distance, ported, and brought the *Wongkai* two points on his port bow. She was then showing a number of white lights, no navigating lights being distinguishable. He took the blaze of lights to be at the stern or quarter of a steamer under way. He next starboarded so as to pass to the westward of the lights, and got to an anchorage off Stonecutter's Island. He suddenly saw a red light amongst the white lights of the other steamer—the vessel being about two points on his port bow, and that light on her. He had taken the white blaze of light to be on the ship's starboard quarter, but when he saw the red light he took her to be crossing his course. He thought she was going to the westward, swinging round to come down into the Sulphur Channel. He had starboarded his helm and his ship was turning to port, but when he saw the red light he promptly ported. The engines were going half speed ahead. Porting would at first stop his vessel from swinging to port. If the other ship had been steering to the westward that manoeuvre would have cleared her without any other. He next heard three blasts from the *Wongkai's* whistle, and went full speed astern. He gave the order, "Stand by your anchor," and the light went out shortly afterwards. He noticed two bright lights above the awning of the *Wongkai*. It was impossible that that red light was on another steamer. He had seen a river steamer some minutes previously. When he struck the other ship the *Ujina* was only just moving through the water; the speed had been taken off of her, and she got on starward a few seconds afterwards. The anchor let go, with fifteen fathoms of chain, had little effect in checking the ship at that moment; it was the engines, he thought. Some little time after the collision, after he had backed out and anchored, a steam launch came alongside with two gentlemen in it. One introduced himself as the superintendent of the N.D.L.—He asked if witness had heard the three blasts. Witness replied that there would be a court of enquiry; the *Wongkai's* red light had caused the collision. The stem of his ship was twisted to starboard.

Witness told His Lordship that the chief engineer had said he was foolish to tell the N.D.L. superintendent about the red light—now the *Wongkai* had got six Chinese witnesses to give evidence to the contrary.

His Lordship—You did the correct and upright thing.

Witness—But I am not a lawyer, My Lord, and it struck me afterwards that I had no right to give them my strong point. (Laughter).

Cross-examined, witness said that he told the pilot, who had said "me see red light," he wanted his evidence, but the man was all

"jabber, jabber." He told him he did not want his talk, the pilot went away, and he had not seen him since. (Laughter).

This was the last witness. Counsel addressed His Lordship.

The case was adjourned till this morning.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUNISH JUDGE).LIEUT. LUMSDEN, R.G.A., v. H.K. AND KOW-
LOON WHARF AND GODOWN CO.

His Lordship gave judgment in this case. The plaintiff sued the defendant company on account of personal injuries and damage to clothes caused by alleged negligence on the part of employees of the defendant company. A collision had occurred near the Kowloon Ferry landing, on the 6th ult., between a ricksha in which the plaintiff was riding and one of the company's cargo trucks.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist), appeared for plaintiff, Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon), for the defendants. His Lordship said:

In this action the plaintiff seeks to recover the sum of \$200 for damages sustained by him in a collision alleged to have been caused by the negligence of the servants of the defendant company. About 3 p.m. on the 6th Oct. last the plaintiff was riding in a ricksha along the public road running in front of the defendants' godowns at Kowloon, between the west corner of Elgin Road and the terminal wharf of the Star Ferry Co., Ltd. A short distance in front of the ricksha was Lieut. Macdonald, R.G.A., on a bicycle. When the ricksha was opposite wharf No. 2, belonging to the defendant company, a collision occurred between the ricksha and a truck worked by some servants of the defendant company. As a result of the collision the plaintiff was thrown out of the ricksha, and suffered damage to his clothing and person. Though the evidence was conflicting, the following facts are established:—

(a) That the plaintiff looked to see if any truck was about to cross his path;

(b) That the view of the road end of the wharf was obstructed by things on and about that end of the wharf;

(c) That the ricksha was moving at about a walking pace a few seconds before the moment of collision;

(d) That the truck had been moved from the wharf-end across the road by coolies at a jog-trot;

(e) That the truck was not under effective control;

(f) That the puller of the ricksha at the last moment quickened his pace in an attempt to cross in front of the truck;

(g) That the ricksha puller was on his own proper side of the road;

(h) That no warning was heard by the plaintiff and that no adequate warning was given.

The questions to be answered are:

(1) Were the defendant's servants negligent?

(2) Was the plaintiff negligent?

(3) Was the ricksha puller negligent?

(4) If the ricksha puller was negligent, is his negligence imputable to the plaintiff?

First then, were the defendant's servants negligent? If they were, and such negligence resulted in a wrong being committed, the defendant company is answerable for that wrong and its results because such wrong was committed in the course of the service of the defendant company and for its benefit. Though the company may not have authorised the particular act complained of, yet it has put coolies in its place to do the class of acts and must be answerable for the manner in which its agents conducted themselves in doing the business which the company had enjoined them to do.

To constitute negligence on the part of these servants of the company they must have omitted or failed to use due care and caution for the safety of persons or property. If the Company has a right to move its trucks across the public road, it must move them with care, so that persons and vehicles using the road may not be injured. There was a duty on the Company to exercise such reasonable care and to take such reasonable precautions as ordinary prudence dictated to protect the public from injury when its trucks were crossing a public road on which its rails were laid. This duty the defendant Company failed in the present instance to discharge. The truck in question was being moved at too fast a rate and was not under a proper state of control. The alleged special warning by shouting was inadequate, and the notice boards, "Beware of the trucks," did not constitute more than a warning that trucks moving at a reasonable pace might be encountered. I find therefore that the Company, by its servants, was negligent, and that, as the result of such negligence, a wrong was done to the plaintiff of which the natural and probable consequence was the injury to person and raiment incurred by the plaintiff.

The next question concerns the negligence of the plaintiff himself. In my judgment no negligence can be traced to him. Then, was the ricksha puller negligent? I do not say that he could not have averted the collision; in the opinion of the plaintiff and his brother officer, the puller did all that could have been done under the circumstances. They were eye-witnesses and could form a fair estimate of the exigencies of the situation. The position of the puller seems therefore to have been that of a person who, on the spur of the moment, had to make up his mind how to evade a suddenly impending danger raised by want of care on the part of another person. Under such conditions he is excused if he failed to act with perfect skill and presence of mind, and is not guilty of contributory negligence.

Having found the facts and having applied the law to them, the defendant company is, in my judgment, liable to the plaintiff in damages.

I need not go further, but as the question was argued as to whether contributory negligence on the part of the ricksha puller (had he been found guilty of such negligence) would have been imputable to the plaintiff so as to prevent him from recovering damages from the defendant, I will deal with the relation which exists between the hirer and the puller of a ricksha. For many years the doctrine of identification had judicial vogue in England. Under it a passenger who had selected the particular conveyance by which he travelled was so far identified with the driver that, if any injury was sustained by him from collision with another vehicle through the joint negligence of his own driver and that of the other vehicle precluding the former from maintaining an action against the latter, the passenger was himself equally precluded. (Addison Torts 6 Ed., p. 27). This doctrine was declared not to be the law in 1898 by the House of Lords. The law in this respect now is that a plaintiff is not precluded from succeeding in an action for negligence by reason only of the contributory negligence of a third party who is not either his servant or his agent. The question then is, was the puller of the ricksha the servant or agent of the plaintiff?

In *Mills v. Armstrong* 13 Appeal Cases at p. 8 Lord Herschell said:—"The relation between the passenger in a public vehicle and the driver of it certainly is not such as to fall within any of the recognised categories in which the act of one man is treated in law as the act of another." And His Lordship makes it clear at pp. 5 and 6 that the recognised categories to which he referred are those of master and servant and employer and agent acting within the scope of his authority. At p. 16 Lord Watson said: "Individuals who are injured, without being personally negligent, are nevertheless disabled from recovering damages if, at the time, they stood in such a relation to any one of the actual wrongdoers as to imply their responsibility for his act or default." This relation cannot be other than the two classes of relation referred to by Lord Herschell. Again at p. 18 Lord Watson stated that in his opinion "an ordinary passenger by an omnibus or by a ship is not affected, either in a question with contributory wrongdoers or with innocent third parties, by the negligence, in the one case of the driver, and in the other of the master and crew by whom the ship is navigated, unless he actually assumes control over their actions and thereby occasions mischief."

Lord Herschell therefore lays down the general proposition of law that the relation between the passenger in a public vehicle and the driver of it is not the relation of master and servant or employer and agent, but this general proposition appears to be restricted by Lord Watson to the case where the passenger does not assume control over the driver's action so as thereby to occasion mischief. In the present case, the ricksha hired by the plaintiff was not a private ricksha, but a public vehicle within the definition of section 2 of Ordinance No. 8 of 1887, where public vehicle is defined to mean any chair, carriage, jinricksha or other vehicle of any kind which plies for hire in the streets for the carriage of passengers. Moreover, the plaintiff, beyond properly ordering the puller of the ricksha to go slowly and directing him whither to take him, did not assume any control over his actions whereby mischief was occasioned. The plaintiff therefore seems clearly to come within the general proposition laid down by Lord Herschell as modified by Lord Watson. So that even if I am incorrect in holding that there was no contributory negligence on the part of the ricksha puller nevertheless the plaintiff must succeed against the defendant Company whose servants were guilty of negligence, because the plaintiff, being guilty of negligence, assumed no such control over the ricksha puller as occasioned the mischief, and is not therefore responsible for the negligence of the ricksha puller.

In perusing Ordinance No. 7 of 1897 by which the defendant Company was authorised to lay down, &c., the tramway on which the collision in this case occurred, I found that, by section 13, the rights, powers and privileges granted by the Ordinance were to continue in force for twenty years from the 23rd day of September, 1884, with power to the Governor-in-Council by order to be published in the *Gazette*, to declare an extension of the duration of such rights, powers and privileges for any further term not exceeding ten years at a time. The rights of the defendant Company to lay down, maintain, work and use the tramway in question seem therefore to have expired on the 22nd day of September 1904, or several days before the collision between the plaintiff's ricksha and the defendant's truck occurred; for the *Gazette* has not published any Order-in-Council extending the term of such rights beyond the 22nd day of September, 1904. This opens up a nice question as to the legality of the acts of the defendant Company in moving trucks on the said tramway after the 22nd day of September, 1904. I merely advert to this state of affairs, but do not base my judgment upon it, because the point was not noticed during the course of the action.

As regards the damages to be awarded to the plaintiff, I fix the sum at \$100. There will therefore be judgment for plaintiff for \$100, and costs.

CHURCH HOK YING FIEM v. LING SHING.

The plaintiff firm sought to recover from the defendant \$257.30, in respect of coal alleged to have been supplied to him.

Mr. R. Harding (of Messrs. Ewins and Harston) appeared for the plaintiff; and Mr. E. J. Grist defended.

Mr. Grist asked that the order be made payable in instalments. The defendant could neither read nor write, but had always left his affairs in the hands of the accountant, not available. He offered \$20 a month.

Mr. Harding said that the bill was over a year old, and further that the defendant had quite recently returned to the Colony, having run away to avoid payment of his debts.

An order was made for the defendant to pay \$50 a month, the first payment to be made in seven days.

DEATH OF AN OLD AMERICAN NAVAL OFFICER.

FORMERLY WELL KNOWN IN THE FAR EAST.

The American Navy journals, brought by the mail steamer *Empress of Japan*, announce the death of Paymaster Edward Norman Whitehouse, U.S. Navy (retired), at Varese, Lake Como, Italy, on the 20th of last month. At one time Paymaster Whitehouse was a well-known and familiar figure among Army and Navy men and the foreign official residents in the Far East, and had a wide circle of acquaintances among English military men everywhere. He served a full cruise in the historic old *Monocacy*, during the 'seventies, and was wrecked in the gunboat *Ashuelot*, on the Lamook Rocks, outside of Amoy, in 1884. Since his retirement, in 1898, Paymaster Whitehouse had resided almost continuously in Europe, mostly in Switzerland, where his wife was buried in 1897. His niece, Lady Ramsay, a daughter of William Fitzhugh Whitehouse, of Kent, England, and her husband, were with him when the end came, after a brief illness. Three brothers survive him, one of whom is Cope Whitehouse, the celebrated Egyptologist. Paymaster Whitehouse, born sixty-three years ago in New York City, was a graduate of Columbia College, and a member of an ancient and wealthy Anglo-American family, being a son of Bishop Henry John Whitehouse, one of the most learned and brilliant prelates of the Episcopal Church in America, who received honorary degrees from Oxford and Cambridge Universities, and was the intimate friend, for many years, of the great English Churchman, Dr. Arthur Penrhyn Stanley, the good and gentle Dean of Westminster.

Paymaster Whitehouse entered the Navy as an acting assistant paymaster in December 1862, and was assigned to duty in the river ironclad *Choctaw*, in which vessel he experienced much hard service and saw a deal of fighting, in the backwaters of the Mississippi River, during the Civil War. Porter's "Gunboat Squadron," as it was called, was constantly employed "driving the enemy" from the banks of the Yazoo and Red Rivers; and in those fierce encounters, which largely prevented the concentration of Confederate troops in those localities, and hindered them crossing the secluded waterways of Louisiana, the *Choctaw*, commanded by Lieutenant (now Rear-Admiral) E. M. Ramsay, became famous. He also served before Vicksburg, and in many minor engagements during the closing period of the great War for the Union. When peace finally settled over the land, instead of returning to civil life and law studies, as was contemplated, he decided to remain in the Navy. After various promotions, and service chiefly on the North Atlantic, European, and Asiatic stations, he attained the rank of Paymaster in 1877; and for a time, during the administration of the late William C. Whitney, as Secretary of the Navy, he was acting Paymaster-General of the Navy.

Such is the record, briefly written, of the recently deceased officer; but it remains to be said, when considering the performance of all his duties, and the high character of his personal qualities, that "Ned" Whitehouse, as he was affectionately called by his intimates and comrades of long ago, was like unto that most noble Cavalier of olden time, for whose shield was written, *Sans peur et sans reproche*. For always, in him, was the gentleman apparent. "We must be gentle, now we are gentlemen," and those words of Shakespeare's might properly be transcribed for his maxim, to meet the circumstances of daily life. But there are no words to manifest the aching void, the utter grief, that appals the solitary figure left alone in the by-way, who has travelled with him in the happy sunshine, and walked with him through the shadows in the Dark Valley; who has been privileged to share in his loyal friendship, his tender sympathy, and his never-ending kindness, for a period of time that is approaching half a century.

THOMAS GIBBONS, U.S.N.

ROMAN CATHOLIC FESTIVAL.

In view of the approaching religious festival in connection with the Jubilee of the Immaculate Conception, we are requested to publish the following programme:

1.—On Saturday 26th instant and Saturday, 3rd December next, there will be a low Mass, with choir accompaniment, at 7.30 o'clock at the Cathedral. A short sermon will be preached during Mass.

Benediction of the blessed Sacrament will be held each Saturday at 5.30 p.m.

2.—A 30 cenn Novena will be held at the Cathedral, namely, on the 22nd November, 1904, and following days, at 5.30 p.m.

3.—The Celebration Days are fixed for the 7th, 8th, 9th, 10th, and 11th December next.

On the 7th December, Solemn High Mass will be celebrated at 7.30 a.m., the music being provided by a special choir.

At 5 p.m. there will be Solemn Vespers followed by the benediction of the blessed Sacrament.

On the 8th at 7 a.m. General Communion. At 8 a.m. Solemn High Mass with special choir, as on the previous day. At 4.30 p.m. Sermon, followed by consecration of the congregation to the B.V.M. and Procession around the Cathedral Buildings, then benediction of the blessed Sacrament.

In the evening at 8 p.m. Illumination of the Cathedral Buildings and Campanile. All the Faithful are earnestly solicited to illuminate their private residences and public Catholic institutions will be invited to do likewise.

On the 9th at 7.30 a.m. Requiem Mass for the repose of the soul of the faithful departed.

On the 10th at 7.30 a.m. High Mass. At 4 p.m. laying of the Foundation Stone of a new Church at Kowloon to be consecrated to the blessed Virgin.

On the 11th December, the programme in the morning will be the same as for the 8th idem. At 4 p.m. Te Deum and benediction of the blessed Sacrament.

XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A

XMAS SLIP-IN MOUNT.

LONG HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 10th November, 1904.

POLICE COURT.

Wednesday, 23rd November.

BEFORE MR. H. H. J. GOMPERTZ (FIRST
POLICE MAGISTRATE).

ASSAULT.

The master of a cargo boat was charged with assaulting his wife. A sergeant of police was attracted to the scene by the large crowd he saw witnessing it from Blake Pier. He went aboard and found the woman lying in the stern of the boat screaming. She had a jagged wound on the head, and marks on the ankles and wrists. The defendant told his wife that his wife was a silly, and while doing so with the piece of wood produced in Court, had struck her own head, thereby causing a wound. This yarn did not wash, and the defendant has now commenced his term of six weeks' hard labour.

HOUSEBREAKING.

Two Chinamen were charged with house-breaking. It appears that they watched a lady looking up, and leaving her house at No. 136, Kermer Street. As soon as she was out of sight they approached the premises and lifted the door off its hinges. They entered and replaced the door, and were carrying away a bundle of goods by the back entrance, when they learned that they were required at the police station. On appearing before the Court each man was sentenced to six months and six hours' stocks. The first defendant, for giving the wrong address to a pawnbroker when pawning goods, was sentenced to imprisonment for the further term of six weeks, and in lieu of one day of the said imprisonment, he must do six more hours in the stocks.

KEEPING A COMMON GAMING HOUSE.
Six Chinamen were charged with keeping a common gaming house at No. 108, Des Voeux Road West. Inspector Collett prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for four of the defendants.

Inspector Collett stated that on the 13th instant a Chinese detective sent a man into this shop to buy two lottery tickets. These tickets he gave to him (the Inspector). This money was taken by the first defendant, the second wrote out a receipt, and the third handed out the lottery tickets. On the 17th the tickets were handed to him, and he proceeded to take the shop and found certain receipts corresponding to the numbers of some of the tickets purchased. The fourth, fifth and sixth defendants lived on the premises, and on different occasions had been seen assisting in the work of the lottery. The shop was a branch agency for the Sumpu Lottery at Canton. The tickets were printed in Canton and forwarded to Hongkong. After other evidence had been given,

Mr. Grist said the first defendant was the accountant of the shop and had not been identified with the gambling, except by one statement made by an informer, who said, "He was the man who received the money." An informer's evidence was generally very shaky in his statements. With regard to the tickets found in his till, a great number would be found in the possession of many gentlemen in this colony, and possession was not a criminal offence. The 76 tickets found in his possession would not amount to a very large sum at 16 cents each. The fourth defendant could not be identified with the transactions in any shape or form. He was found on the roof, but his conscience may have been guilty of something else. He was a doctor by profession, and was probably afraid that somebody was coming to call him. There was only some slight evidence against the first and third defendants. He would ask His Worship to discharge all but the second defendant, who admitted that he was the owner of the tickets.

The second defendant, in a statement to the Court, said the lottery had nothing to do with the shop. He brought the tickets down from Canton for some friends who wanted to buy them. The Magistrate reserved his decision until to-day.

BEFORE MR. F. A. HAZELAND (SECOND
POLICE MAGISTRATE).

A BAD RECORD.

An Indian with twelve previous convictions was charged with being drunk and disorderly, and with assaulting a Chinaman. On the first charge he was fined \$10 or one month, and on the second was sentenced to one month's hard labour.

OPTUM CASES.

About 30 defendants were charged with being in possession of illicit opium. Fines up to \$500 were inflicted.

INTERESTING TABULATION.

The *Japan Daily Mail* publishes the following figures relating to the casualties in both armies up to the 15th of October:—

| Name of Battle. | Japanese. | Russian. |
|---|-----------|--|
| Yalu, 1st May | 1,039 | 2,395 (As reported by Kurapatkin). |
| Shishan, 10th May | 146 | 300 (minimum). |
| Nanchan, 25th May | 4,207 | 3,370 (the Japanese found 674 bodies). |
| Tchiliss, 1st June | 1,163 | 9,270 (the Japanese found 1,864 bodies). |
| Fenshuiling, 27th June | 171 | 450 (Japanese found 90 bodies). |
| Kaiping, 8th July | 153 | 250 (?). |
| Nanchang, 17th July | 299 | 1,000 (minimum). |
| Kiaotso, 19th July | 423 | 1,000 (minimum). |
| Tao ichiao, 25th July | 1,977 | 2,000 (minimum). |
| Tomuching, 31st July | 860 | 4,250 (Japanese found 550 bodies). |
| Yushulingtsao and Yangtseling, 1st August | 943 | 2,000 (minimum). |
| Liaoyang, 4th September | 17,539 | 25,000 (minimum). |
| Shaho, 14th Sept. | 15,879 | 69,201. |

There were some 40 or 50 minor engagements, in which the casualties averaged from 10 to 20 each, but these are omitted, as the record is obscure.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO

CO., LD.

NEW IRON
FRAMED
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER
PIANO
PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &C.

BABY
GRANDS

Hire OR Credit

Hongkong, 10th October, 1904.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS,

31, Queen's Road Central.

Hongkong, 19th October, 1904.

[8t]

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press, Codes: A.B.C., 5th Ed. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AN ASSISTANT MISTRESS for the Kowloon School. Salary \$90 per month. Application should be made to the EDUCATION DEPARTMENT.

Hongkong, 24th November, 1904. [2740]

NOTICE.

THE Undersigned give notice that on the 1st December, 1904, they will establish an OFFICE FOR THE REGISTRATION OF SERVANTS and hope the Public will give the kind support.

KWONG TACK CO.,
5, Chin Loong Street,
next to Messrs. Lane, Crawford & Co.
Hongkong, 24th November, 1904. [2741]

NOTICE.

THE Undersigned, having never borrowed money or acted as security for any person, will NOT be RESPONSIBLE for any Debt or Security Contracted by any of their employees. All orders for Goods must be Chopped with the Chop of the Firm.

HONG CHEONG & CO.,
Tailors and Drapers,
No. 60-62, Queen's Road Central,
Hongkong, 24th November, 1904. [2742]

NOTICE.

THE NGAI LUM AND COMPANY carrying on Business at Yuen Chung Street, Yuenchi, in the Colony of Hongkong, as Brass and Iron Moulders.

THE Business of the NGAI LUM AND COMPANY hitherto carried on at Yuen Chung Street, Yuenchi, in the Colony of Hongkong, is being wound up. All persons having claims against the above-named NGAI LUM AND COMPANY are requested to send a statement of their claims to the undersigned on or before the 30th November, 1904.

GEO. K. HALL BRUTON,
Solicitor,
Nos. 39 & 41, Des Voeux Road,
Hongkong, 24th November, 1904. [2743]

CANTON AMATEUR THEATRICAL SOCIETY.

THE 3-Act Farce
"JANE"
Will be produced at the CANTON CLUB THEATRE on SATURDAY, 26th inst., at 9.15 P.M.

Front Seats \$3.
Back Seats \$1.

H. W. HINE,
Hon. Secretary,
Canton, 23rd November, 1904. [2744]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY,
the 26th November, 1904, at 2.30 P.M., at his
SALES ROOMS, Queen's Road,
A FINE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—
SATSUMA, GLOISNNE, FINE
BRONZES with SILVER MOUNTED
IVORY CARVINGS, PANELS, EMBROIDERIES
AND SCREENS
&c. &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 24th November, 1904. [2745]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"NAMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 25th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd November, 1904. [1938]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ EITEL FRIEDRICH,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 28th inst., at 12.30 A.M. All Claims must reach us before the 5th December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1904. [5]

NEW ADVERTISEMENTS

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HALLOONG,"
Captain Passmore, will be despatched for the above ports TO-DAY, the 24th inst., at 9 A.M. For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 24th November, 1904. [2746]

JAVA-CHINA JAPAN L.I.N.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR, (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship
"TILATJAP,"
Captain Koops, will be despatched for the above ports on or about WEDNESDAY, the 30th inst.

For information as to Freight and Passage, apply to the
Head Agent of the
JAVA-CHINA JAPAN L.I.N.
(Alexandra Buildings, 3rd Floor).
Hongkong, 23rd November, 1904. [2739]

INTIMATIONS

ROTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-DAY (THURSDAY), the 24th NOVEMBER, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend Hongkong, 18th November, 1904. [2704]

LOST-DOG.

JAPANESE PUG (male), Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to—
Mrs. C. W. CLARK,
No. 5, Ripon Terrace,
Hongkong. [2634]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT for pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English Scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—
S. E. P.,
Care of Daily Press Office,
Hongkong, 8th November, 1904. [2638]

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,
Hon. Secretary,
St. Andrew's Ball Committee.
Hongkong, 27th October, 1904. [2635]

NOTICE.

IT IS NOTIFIED for information that any Tradesmen allowing Soldiers under my command to contract Debts, will do so at their own risk.

(Sd.) **W. G. B. WESTERN (Col.),**
2nd R. W. Kent Regt.
Hongkong, 21st November, 1904. [2730]

DON'T FAIL TO SEE!!!
THE EXHIBITION OF JAPANESE PHOTOGRAPHY,
BY
K. TAMAMURA,
PHOTOGRAPHER OF YOKOHAMA,
From 9 a.m. to 6 p.m. Daily, until the 29th inst. At ROOMS No. 6, F. and S. FIRST FLOOR, of No. 34, Queen's Road Central, opposite Post Office (formerly occupied by W. Powell & Co., Ltd.).
GREATLY REDUCED PRICES FOR PHOTOGRAPHIC VIEWS.

COLOURED LANTERN SLIDES, XMAS and POST CARDS also on View. He will also undertake any Local COMMISSIONS FOR PORTRAITS OR OTHER PHOTOGRAPHIC WORK which will be executed in the Firm's well-known Artistic Manner.

Enlargements a Speciality
Hongkong, 22nd November, 1904. [2726]

NOTICE TO MARINERS,
No. 220 (SPECIAL).

CHINA SEA.
SHANGHAI DISTRICT.
BUTON ROCK LIGHTHOUSE.

NOTICE IS HEREBY GIVEN that the Light on Buton Rock was exhibited for the first time at sunset on the 14th November. The illuminating apparatus is a dioptric occulting of the 6th order showing a fixed white light varied by single eclipses every 15 seconds, thus:
121 Seconds Light.
23 Seconds Eclipse.

The light tower is situated on the eastern end of the rock and the light, which is elevated 67 feet above the level of the sea, should be visible in clear weather at a distance of 10 nautical miles.

The tower is round, of concrete, 26 feet high with a total height from base to top of lantern of 32½ feet and is painted Black.

Approximate position.
Lat. 30° 38' 15"
Long 122° 23' 13"

Peg Bell Signal.
In thick or foggy weather a bell will be struck continuously by machinery one stroke every 10 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Shanghai, 15th November, 1904. [2727]

COLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storerooms will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.
Hongkong, 18th November, 1904. [75]

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND
ROYAL MENAGERIE
OF PERFORMING WILD ANIMALS.
LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT!!
AND EVERY NIGHT AT 9 P.M.
OUR NEW PROGRAMME OF STAR ACTS.

EVERY ITEM A SUCCESS.
FRIDAY NIGHT, NOVEMBER 25th.
First High Jumping Contest,
For China Ponies 14.2 and Under.

A Handsome Trophy for the Winner.
SATURDAY NIGHT, NOVEMBER 26th.
Captain Lindo will enter the Don of the Four Forest Broad Nubian Lions "Kitty," "Flo," "Champion" and "Empress."

NEXT GRAND MATINEE,
SATURDAY AFTERNOON, 26th NOVEMBER.

Doors Open 3 o'clock. Commences 4 o'clock.
Children Half Price to Matinees only.
PRICES OF ADMISSION:—
\$3, \$2, \$1, and 50 cents (for Chinese Only).

N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.
ADMISSION 20 CENTS.
N.B.—The Electric Tramway Co. will run special Cars before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE,
Proprietress.
ROBERT LOVE, Manager.
RALPHON & A. LEONARD, Agents.
Hongkong, 23th November, 1904. [2721]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.
THE COMEDY OPERA ENTITLED
"DOROTHY"
IN THREE ACTS

Will be Produced on the following dates:—
TO-NIGHT
(THURSDAY), 24th NOVEMBER, 1904.

SATURDAY, 26th "
MONDAY, 28th "
Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at the Robinson Piano Co.) will be open to GUARANTY ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle \$3.
Pit Stalls \$2.
Pit \$1.

A. CHAPMAN,
Business Manager.
Hongkong, 1st November, 1904. [2674]

DANCING! DANCING!! DANCING!!!
MR. J. H. PIDGEON begs to announce that he is open to receive pupils for DANCING either in Classes or privately at No. 11, Causeway Road. Terms Moderate. Apply at above address.
Hongkong, 19th November, 1904. [2711]

FOR SALE
FOR SALE.
A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.
For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

FOR SALE.
STEEL MOTOR LAUNCH, 23 feet by 6 feet 9 inches beam, fitted with 6 H.P. Motor; speed about 7 miles; perfect order. Apply to—
Care of Daily Press Office.
Hongkong, 27th October, 1904. [2534]

FOR SALE.
A SMALL Lot of Fine Old JAPANESE INKOS, LACQUER, and PORCELAIN.
LUCK HING,
Queen's Road Central.
Hongkong, 1st November, 1904. [2571]

FOR SALE.
TWO Fast Twin-Screw Steamers
"CHU KONG"
Length 142 feet.
Breadth 23 feet.
Draught 6 feet.
Registered 238 tons. Built of Steel and Furnished with Electric Light.
"PAK KONG"
Length 160 feet.
Breadth 23 feet.
Draught 8 feet.
Registered 300 tons. Built of Teak Wood.
For further particulars, apply to—
42, WING LOK STREET,
Hongkong.
Hongkong, 1st November, 1904. [2572]

ENGINES AND BOILERS FOR SALE
THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for rearing steamers. Intending purchasers will please arrange terms with the CHUNG HOP Shop, No. 183, Wing Lok Street, or the U WO TAI Shop, No. 110, Des Voeux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.
Hongkong, 31st October, 1904. [2569]

CHEAP SALE OF FURNITURE.
IN consequence of Removal to New Premises, No. 49, Des Voeux Road Central the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.
LI KWONG LOONG,
No. 1, Wyndham Street,
Behind the Old Hongkong Club Building,
Hongkong, 22nd November, 1904. [2729]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER-BOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, TO-MORROW (FRIDAY), the 25th day of November, at Noon, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 25th November, both days inclusive.

J. W. KEW,
Manager.
Hongkong, 10th November, 1904. [2658]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya, Central Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed—

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid as to one equal half part thereof on the 3rd day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of November, 1904.
SHEWAN, TOMES & CO.,
General Managers.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THIRTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the Forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITALL,
Secretary.
Hongkong, 15th November, 1904. [2658]

A. S. WATSON & CO., LIMITED.

Issue of 30,000 New Shares of \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Office, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th October, 1904. [2475]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND on account of the Year 1904 of Fifty cents per Share on the Shares numbered 1-80,000 inclusive will be Payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The Register of Shares will be CLOSED from SATURDAY, the 19th instant, until SATURDAY, the 26th instant both days inclusive, during which period no Transfer of Shares will be effected.

JOHN D. HUMPHREYS & CO.,
General Managers.
Hongkong, 11th November, 1904. [2376]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st November, 1904. [2573]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With Chamber for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIESSSEN & CO.
HONGKONG, 3rd October, 1900.

THE SWATOW GRASS CLOTH SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 3th June, 1904.

AUCTION

PUBLIC AUCTION OF ARTISTIC JAPANESE WATER COLOUR PAINTINGS.

THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY,
the 26th November, 1904, at 2.30 P.M., at his
SALES ROOMS, Duddell Street,
A COLLECTION OF
VERY FINE JAPANESE WATER COLOUR PAINTINGS,
Such as:
LANDSCAPES, TEMPLES, PORTRAITS, &c. &c.
Executed by the well-known Artists "MINAKAWA," "NISHIMURA," "KATO," and others from the Art School at Tokio.

N.B.—All proceeds of above Sale are to be handed over to "RED CROSS SOCIETY." On view from Friday, the 25th November. Catalogues will be issued.

TERMS—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 22nd November, 1904. [2728]

BOARD AND RESIDENCE
BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [2265]

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

AMOI ENGINEERING CO., LD., AMOI
CALL FLAG E.
REPAIR WORK to Steamers and R. Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [51]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUALLER STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2327]

BANKS
THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNPAID-UP 6,000,000
RESERVE FUND 9,520,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Nanking
Daly Peking

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PAKE'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " 6 " 4% " " " " " 3 " 3% " " " " " 2 " 2% " " " " " 1 " 1% " " " " " 0.5 " 0.5% " " " " " 0.25 " 0.25% " " " " " 0.1 " 0.1% " " " " " 0.05 " 0.05% " " " " " 0.025 " 0.025% " " " " " 0.01 " 0.01% " " " " " 0.005 " 0.005% " " " " " 0.0025 " 0.0025% " " " " " 0.001 " 0.001% " " " " " 0.0005 " 0.0005% " " " " " 0.00025 " 0.00025% " " " " " 0.0001 " 0.0001% " " " " " 0.00005 " 0.00005% " " " " " 0.000025 " 0.000025% " " " " " 0.00001 " 0.00001% " " " " " 0.000005 " 0.000005% " " " " " 0.0000025 " 0.0000025% " " " " " 0.000001 " 0.000001% " " " " " 0.0000005 " 0.0000005% " " " " " 0.00000025 " 0.00000025% " " " " " 0.0000001 " 0.0000001% " " " " " 0.00000005 " 0.00000005% " " " " " 0.000000025 " 0.000000025% " " " " " 0.00000001 " 0.00000001% " " " " " 0.000000005 " 0.000000005% " " " " " 0.0000000025 " 0.0000000025% " " " " " 0.000000001 " 0.000000001% " " " " " 0.0000000005 " 0.0000000005% " " " " " 0.00000000025 " 0.00000000025% " " " " " 0.0000000001 " 0.0000000001% " " " " " 0.00000000005 " 0.00000000005% " " " " " 0.000000000025 " 0.000000000025% " " " " " 0.00000000001 " 0.0000000000

WINE AND SPIRIT MERCHANTS. HONGKONG.

WILL OPEN THEIR OFFICE ON THE 1ST OF

DECEMBER, AT

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR

(W. POWELL & Co.'s OLD PREMISES).

2735

TO LET

TO LET

A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [177]

TO LET

A LARGE OFFICE on Ground Floor, of No. 2 Wyndham Street. Possession 1st August, 1904.

Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

FINE LARGE STORE, in Queen's Road Central (West Part).

Apply to—
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2161]

TO LET

NO. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PRIDE).
GODOWNS, PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th June, 1904. [175]

TO LET

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 8th June, 1904. [74]

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).

Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [1199]

TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350]

TO LET

TWO FURNISHED ROOMS in a Private House in Kowloon, either separately or together, with or without Board.

Apply to—
Care of Daily Press Office,
Hongkong, 19th November, 1904. [2710]

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.
Nos. 7 & 8, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

Apply to—
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession.

Apply to—
WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central,
Hongkong, 17th November, 1904. [2700]

TO LET

TO LET

TWO FRONT ROOMS on the 1st Floor of Victoria Buildings (No. 5, Queen's Road Central), suitable for Offices.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 16th November, 1904. [2395]

TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET

BANGOUR (PEAK).
THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE.

BELILIOS TERRACE, Nos. 11 & 13.
BEACONFIELD ARCADE, No. 14.
1st Floor.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

Apply to—
LINTSEED & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd November, 1904. [2725]

CODE WORD: "DOCK" NAGASAKI.
A.I. & B.C. Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 28 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 63 "

Width of Entrance on Bottom... 52 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2578]

ON SALE.
MAP OF THE SKIANG or WEST RIVER.
From HONGKONG to WUCHOW, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

NOTICE TO KOWLOON RESIDENTS.
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

KIRKLE, British str., W. J. Dermody—Doddwell & Co., Ltd.

SHKIK, British str., Jones—Doddwell & Co., Ltd.

THE MURDER OF MISSIONARIES IN CHINA.

INTERVIEW WITH BISHOP CASSELLS.

The Church Family Newspaper publishes an interview with D. Cassells, Bishop of West China, who is in England, and who has received letters giving some particulars of the recent murders of Belgian Roman Catholics (a bishop and two priests). The murders took place at Li-chuan, in the province of Szechuan, which is in Bishop Cassells' diocese. The bishop said that unfortunately the Roman Catholics had alleged and appeared to believe that the murders were committed or instigated by the Protestant native converts. That was not true, there were no Protestant converts in the district in question, but the suspicion had caused great anxiety among the missionaries and greatly hindered their work. A number of native converts, who live a long way from the district in which the bishop and priests were murdered, have been accused and arrested. "The fact is," the bishop added, "the Roman Catholics did not wish us to go into that district at all, but we have received many invitations to do so, and undoubtedly there are natives there friendly to us. A good deal of mischief was done by one of the local officials issuing a proclamation, in which he began by saying that, 'Having heard that Protestant converts had murdered some Roman Catholic missionaries he was making inquiries into the affair,' or something to that effect. The Rev. C. H. Parsons, the C.M.S. missionary, near to whose district the murders have taken place, and who has had great difficulty in allaying the fears of his converts and adherents, appealed to a superior native official and the proclamation was amended. The Governor-General of Szechuan, the capable and enlightened Viceroy Chang-Chih T'ung, is now investigating the affair, and just will be done."

Asked as to the probable cause of the murders, Dr. Cassells said: "These districts have been a good deal disturbed lately owing to a severe drought. I heard that the Roman Catholics had been very active in distributing relief rice to sufferers from the effects of the drought, and at these rice distributions, quarrels often arose. The drought has been felt in many parts of the province, and in some districts where we are established there have been disturbances and serious disputes. Answering the question as to whether the natives put the drought down to the Christians, Dr. Cassells remarked: "They do not know how to account for it, and they attribute it to every imaginable cause. The missionaries have to pander to the popular superstitions and make special offerings to the gods, &c., but they have no belief in the efficacy of such proceedings. The people are convinced that somehow somebody has caused the drought and they try every remedy in turn. I remember a case in which there was a prolonged drought. Some told the people it was because a certain pagoda was too high, so to counteract the ill-effect of this too lengthy pagoda they dug a deep hole in the neighbourhood. Sometimes the Mandarins will tell them that if they will dig for a certain time near the river, water will come. The people dug and dug with no result, and then the Mandarins had to think of something else. Of course there is always a chance that the rain will come while these remedies are being tried. The Mandarins often fetch the gods of the temples and leave them to frizzle in the sun to see how they like the hot weather unrelieved by rain. They also bring the idols out and let them soak when there is too much rain. In the present or recent drought in our districts the Christians were charged with emptying the idols. You must know that when an image is made it does not become a god until some things have been put inside it. What they put in is a knowledge of the Christian religion. The people are reading the Christian literature and inquiring for the missionaries. The movement is not from below, but from above. The official and cultivated classes—the literati—are friendly to the Christian and particularly to the Protestant missions."

GERMAN ACTION IN PEKING.

Telegraphing from Peking on October 16th the Times correspondent said:—
For the past month I have been travelling through the provinces of Shansi and Honan, and returned to Peking to learn that China, yielding to her fears of complications with other treaty Powers, has not yet ratified the Tibetan treaty. There has been a campaign in the native Press against the treaty, led by the Peking native newspaper which is subsidized by the German Legation and owned by the same proprietor which publishes the official native newspaper of Kiangnan, subsidized and censored by the Germans. Ignoring the fact that China herself has encouraged the British Mission and has given evidence in her Imperial edicts and otherwise of her helplessness in Tibet, these papers attack the treaty on the ground that the indemnity is excessive and that some of its articles, at any rate as published, derogate from the sovereign powers of China.

Immediately after the publication of the text in the local papers the German Minister went to the Waipupu and inquired if the terms stated were authentic. The Waipupu admitted their substantial correctness. The German Minister then observed that Article IX, if ratified by China would bring her into conflict with the treaty Powers, since it gave the British prescriptive rights in an integral portion of the Chinese Empire. He asked if China had given her assent. The Waipupu replied that she had not done so. There was no formal protest, but since then, by insidious influences, the German Legation has led the Chinese to fear that should China ratify the treaty as it stands, Germany might demand similar prescriptive rights in the province of Shantung. Although no such threat was conveyed direct to them by the German Legation, the Chinese have received this impression, and now fear that similar demands might be made by France in Yunnan and, curiously enough, by Japan in Fokien. The Russian and French Legations have also been counselling China to withhold her consent from the treaty. The German Minister is especially active, and has been endeavouring, with some success, to influence even the Italian and American Ministers against the treaty. As a result of all this opposition, China, who has throughout the expedition acted correctly in supporting British action, and who, if unfettered, would gladly authorize the English to sign the treaty, finds herself in this predicament, that by withholding her assent she does not annul the treaty, while by giving her assent she proclaims her sovereignty, for she knows that it is a graceful concession to her that she should be asked to give her approval to the treaty at all.

The activity of the German Legation is purely mischievous, for the Power that in deference to the wishes of Russia affirmed on March 15, 1901, that Manchuria was exempt from the provisions of the Anglo-German Agreement and that Germany had no interests in Manchuria worth mentioning and regarded its future with the utmost indifference, can have no conceivable interest whatever in Tibet except to endeavour to embarrass Russia and make mischief between her and Russia.

China has now appointed Tang Shaoyi, an enlightened Cantonese official, a graduate of Yale, special Imperial Commissioner at Lhasa. He will, provided the Italian Government consents to receive him, proceed to Calcutta and there confer with the Viceroy in the hope of obtaining some modification of the treaty that would save China's face, and then after the winter would continue his mission to Lhasa, where he may supplant the present Ambar. Tang Shaoyi was for years the right-hand man both in Korea and China of the Viceroy Yuan Shih-kai, and no one knows better than this able man how shadowy is the power of China in Tibet.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

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MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hongkong and Shanghai Agencies.
AL, ABC 5th Edition, Western Union Codes used.
All Letters Addressed to:
MANAGER, MITSUBISHI CO., with name of Branch Office.

BRANCH OFFICES:
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AGENCIES:
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway, Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinsaw, Nanzetsu and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigiu, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [11]

HONGKONG BUSINESS DIRECTORY.
BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. - Equal to Home work.

JEWELLERS
MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER
M. MUMFAY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS
BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Ship Chandlers, Sail-makers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 144, Des Vaux Road.

LIFELONG BILIOUSNESS CURED.

BILE BEANS DID IT.

The terrors of biliousness afflict people of both sexes and all ages, and only those who have endured the pain of the disease can realize how cruel must be the affliction when it commences with childhood and continues uninterrupted for many years—wasting lives as may be truly said. Such was the experience of Miss Isabel Emma Hunt, Grove Place, High Street, Crayford, Kent, England. She says:—"I was always ailing, and life was so little enjoyment to me I often longed for death. Everything, or nearly everything I ate came back, not even a bit of dry bread stayed on my stomach. I suffered from green-sickness, headache, and dizziness, and I was so weak that I could hardly walk. Repeatedly I had to leave my work and go home to bed. I became so ill indeed that I often told my mother I wished they had let me die when I was young and saved me having to live through so many years of misery. I had several doctors one after another attending me, and I must have taken gallons of their various medicines. Nothing, however, seemed able to give me any relief."

Over a year ago I was induced to try Bile Beans, and the effect of them was a surprise as agreeable as it was scarcely believable. The change that came over me was gradual but very apparent. I had a good appetite, my colour became better, I was free from pain, and altogether more cheerful. I continued taking the Bile Beans and at last found that beyond any doubt they had completely cured me."

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anemia, weakness, female ailments, heat, fog, malaria, neuritis, lambo, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010-15]

DAVID CORSAK & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAPPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.

CARBOLINEUM-AVENARIUS

Known all over the World as a thoroughly effective preserver of Wood against White Ants, Fungus, Dry-rot, Decay.

Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTMANN & CO.
Sole Agents for China.

Hongkong, 19th July, 1904. [161]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,
Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR,
Large Size \$4.00 per 100

Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100

Medium Size \$3.50

THABIT,
Large Size \$3.00 per 100

Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904. [333]

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE OF WALES BUILDINGS, 108, HOUSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakatsuki, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maidzura, Misaki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kaunda, Fujinotani, Mamada, Maunoura, Onoura Otterji, Sasahara Tanaburo, Yoshinotani, Yoshio, Yonokibari, and other Coals.

S. MINAMI, Manager, Hongkong.

ROWLAND'S KALYDOR FOR THE SKIN
Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion at all times. 2/3, 4/6, of Stores and Chemists.

SHIPPING.

ARRIVALS.
 CARL D. EDERICHSEN, German str., 774, H. Schlaikier, 21st Nov.,—Hainpong 20th Nov. and Hainpong 21st, General.—Jensen & Co.
 CHIHLEI, British str., 2,591, G. Payne, 19th Nov.,—Canton 20th Nov., General.—Butterfield & Swire.

KENNEBEC, British str., 3,301, C. R. Boynton, 23rd Nov.,—Japan 26th Oct. and Kelang 21st Nov., General.—Standard Oil Co.
 NANSANG, British str., 2,591, G. Payne, 23rd Nov.,—Canton 20th Nov., General.—Butterfield & Swire.
 M. STRUYK, German str., 966, P. Brandt, 23rd Nov.,—Tamsui 20th Nov., Amoy 21st Nov. and Swatow 22nd, General.—Osaka Shosen Kaisha.

ORANGE, Norwegian str., 1,001, Dannevig, 22nd Nov.,—Bangkok 20th Nov. and Aguin 12th, General.—Sander, Wieler & Co.
 PRINCE ROBERT, Norwegian str., 4,000, 2,655, Hansen, 22nd Nov.,—New York 9th July, Petroleum.—Standard Oil Co.
 PRINCE LITEL, British str., 5,001, E. Preen, 23rd Nov.,—Hainpong 13th Oct. and Singapore 18th Nov., Mails and General.—Melchers & Co.
 SENGKIANG, British str., 1,021, John Robinson, 22nd Nov.,—Manila 19th Nov., General.—Butterfield & Swire.

TUNGCHOW, British str., 981, Furks, 23rd Nov.,—Shanghai 20th Nov., Ballast.—Order.
 YATSHING, British str., 1,423, Sellar, 23rd Nov.,—Kraeksan (Java) 12th Nov., Sugar.—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.

23rd November.

CHIHLEI, British str., for Swatow.

Hainpong, British str., for Swatow.

Messing, British str., for Sandakan.

St. Eghert, British str., for Calcutta.

Zafiro, British str., for Manila.

DEPARTURES.

23rd November.

AGAMENON, British str., for London.

AUCHENARDEN, British str., for Kutchinotzu.

EASTERN, British str., for Shanghai.

KAIFONG, British str., for Cebu.

KOWLOON, German str., for Chikisang.

LOOKOO, German str., for Bangkok.

NANSANG, British str., for Yokohama.

NINGCHOW, British str., for Shanghai.

PRINZ SIGISMUND, German str., for Kobe.

P. E. LUTFOLD, German str., for Europe.

STETTIN, British str., for Foochow.

TUNGSHAN, British str., for Swatow.

TRIUMPH, German str., for Coast Ports.

VESSELS IN DOCK.

23rd November.

ABERDEEN DOCKS.—U.S.S. Fathomer, Hanoi, Panto, Hainpong, Teen, Agincourt, S.M.S.

First Bismarck.

COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH.

23rd November.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

of the Norddeutscher Lloyd,

Captain Preen, will leave for the above places

TO-DAY, the 24th inst., at 11 A.M.

NORDDEUTSCHER LLOYD.

For Further Particulars apply to

MELCHERS & CO.,

Agents.

Hongkong, 24th November, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above

TO-MORROW, the 25th inst., P.M.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 2nd November, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"

will be despatched as above on the 26th inst.,

instead of as previously advertised.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 14th October, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitz, will be despatched for the

above ports on or about MONDAY, the 28th

inst.

For Freight or Passage, apply to

L. BRIDOU,

Acting Agent.

Hongkong, 22nd November, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinty, will leave for

Canton at 9 P.M., on SUNDAY, 27th

DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 P.M. Excellent accommodation, electric

light, and perfect outfit. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD

No. 147, Connaught Road Central,

Hongkong, 15th March, 1904.

VESSELS ADVERTISED AS LOADING.

To ascertain the number of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|----------------------|-----------------------------|-----------------------------|
| LONDON, S.C. VIA PORTS OF CALL. | SINLA | Brit. str. | 1 m. | E. R. Summers | P. & O. S. N. Co. | On 3rd Dec., at Noon. |
| AMSTERDAM, LONDON & ANTWERP. | TELEMACHUS | Brit. str. | 1 m. | Yong | BUTTERFIELD & SWIRE | On 3rd Dec. |
| AMSTERDAM, LONDON & ANTWERP. | DIOMED | Brit. str. | 1 m. | E. Dahl | BUTTERFIELD & SWIRE | On 20th Dec. |
| BREMEN, VIA PORTS OF CALL. | PREUSSEN | Ger. str. | 1 m. | Schoenfeldt | MELCHERS & CO. | On 7th Dec., at Noon. |
| HAVRE & HAMBURG. | SEGOWIA | Ger. str. | 1 m. | Jaburg | HAMBURG-AMERIKA LINE | On 29th inst. |
| HAVRE & HAMBURG. | SENEGAMBIA | Ger. str. | 1 m. | Forest | HAMBURG-AMERIKA LINE | On 19th Dec. |
| HAVRE & HAMBURG. | ARMENIA | Ger. str. | 1 m. | von Hoff | HAMBURG-AMERIKA LINE | On 27th Dec. |
| TRIESTE, S.C. VIA SINGAPORE, &c. | C. FERD. LAEISZ | Ger. str. | 1 m. | Berberovich | SANDER, WIELER & CO. | To-morrow, P.M. |
| GENOA, MARSEILLES & LIVERPOOL. | MARIA VALERIE | Aus. str. | 1 m. | J. Melheuch | BUTTERFIELD & SWIRE | On 20th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | DARDANUS | Brit. str. | 1 m. | | STANDARD OIL CO. | About 1st Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | KENNEBEC | Brit. str. | 1 m. | | STANDARD OIL CO. | About 6th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | BREIZ-IZEL | Brit. str. | 1 m. | | STANDARD OIL CO. | About 30th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | St. Hugo | Brit. str. | 1 m. | | STANDARD OIL CO. | On 14th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | CLAYDALE | Brit. str. | 1 m. | | STANDARD OIL CO. | On 28th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL. | EMPEROR OF JAPAN | Brit. str. | 1 m. | | CANADIAN PACIFIC R. CO. | On 14th Dec. |
| VANCOUVER, VIA SHANGHAI, &c. | ATHENIAN | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 30th inst. |
| VANCOUVER, VIA SHANGHAI, &c. | KEMUN | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 17th Dec. |
| VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c. | PLATAES | Brit. str. | 1 m. | F. G. Farrington | DODWELL & CO. LIMITED | On 13th Dec., at Daylight. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN. | ARAGONIA | Brit. str. | 1 m. | Schmidt | PORTLAND & ASIATIC S.S. CO. | On 10th Dec. |
| PORTLAND, OREGON | CHANGSHA | Brit. str. | 1 m. | Ellis | BUTTERFIELD & SWIRE | On 14th Dec., at Noon. |
| AUSTRALIAN PORTS | EASTERN | Brit. str. | 1 m. | D. Lenz | GIBB, LIVINGSTON & CO. | On 8th Dec. |
| BRISBANE & SYDNEY, VIA NEW GUINEA | PRINZ SIGISMUND | Ger. str. | 1 m. | C. J. Benton, R.N.R. | MELCHERS & CO. | About 29th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | SCOTIA | Brit. str. | 1 m. | Moore | P. & O. S. N. Co. | To-day. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | CHANGSHA | Brit. str. | 1 m. | Prohn | BUTTERFIELD & SWIRE | To-morrow. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | P. E. FRIEDRICH | Ger. str. | 1 m. | | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | WESAMPO | Brit. str. | 1 m. | Malkin | JARDINE, MATHESON & CO. | About 28th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | WESAMPO | Brit. str. | 1 m. | Schmitz | MESSAGERIES MARITIMES | About 2nd Dec. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | TONKIN | Brit. str. | 1 m. | G. Phillips | P. & O. S. N. Co. | To-morrow. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | BENGAL | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 26th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | NINGPO | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 26th inst., at Daylight. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | SUNGAIANG | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 27th inst., at Daylight. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | PURNEA | Jap. str. | 1 m. | T. Brandt | OSAKA SHOSHEN KAISHA | On 4th Dec., at Daylight. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | M. SENGUVE | Jap. str. | 1 m. | H. A. Haveland | OSAKA SHOSHEN KAISHA | On 30th inst., at Daylight. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | FAITHFUL | Jap. str. | 1 m. | C. Cornelissen | OSAKA SHOSHEN KAISHA | To-day. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | PROVIDENCE | Jap. str. | 1 m. | Hooker | BUTTERFIELD & SWIRE | To-day, at 9 A.M. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | CHIHLEI | Brit. str. | 1 m. | Peasemore | DODGLES LAPRAIK & CO. | On 29th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | HAIDONG | Brit. str. | 1 m. | Pennethorpe | BUTTERFIELD & SWIRE | To-day, at 10 A.M. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | TAMING | Brit. str. | 1 m. | R. Rodger | SHEWAN, TOMES & CO. | On 3rd Dec., at 10 A.M. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | ZAFIRO | Brit. str. | 1 m. | R. W. Almond | SHEWAN, TOMES & CO. | About 2nd Jan. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | RUBI | Brit. str. | 1 m. | T. W. Garlick | DODWELL & CO., LD. | About 30th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | TRIMONT | Brit. str. | 1 m. | Koops | JAVA-CHINA JAPAN LINE | About 29th inst. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | TRILATAP | Brit. str. | 1 m. | J. B. Fergusson | P. & O. S. N. Co. | On 30th inst., at 3 P.M. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | BANCA | Brit. str. | 1 m. | | JARDINE, MATHESON & CO. | |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | NANSANG | Brit. str. | 1 m. | | | |

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|------------------|-------------------------|
| PLEIADES | 3,753 | F. G. Farrington | Saturday, December 17th |
| TREMONT | 9,406 | T. W. Garlick | January 10th |
| LYRA | 4,417 | G. V. Williams | February 9th |
| PLEIADES | 3,753 | F. G. Farrington | March 9th |

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,406 tons. T. W. Garlick About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 24th October, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATE. |
|-----------------|--|-----------------------|
| SEGOWIA | HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo) | On 29th Nov. Freight. |
| SENEGAMBIA | HAVRE, BREMEN & HAMBURG (Calling at Singapore, Penang and Colombo) | On 19th Dec. Freight. |
| ARMENIA | HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo) | On 27th Dec. Freight. |
| C. FERD. LAEISZ | HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo) | On 11th Jan. Freight. |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, QUEEN'S BUILDINGS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most various Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|-----------|-------|--------------|---------|--------------------------|
| ZAFIRO | 2540 | R. Rodger | Manila. | Thurs. 24th Nov. 10 A.M. |
| RUBI | 2540 | R. W. Almond | Manila. | Sat. 3rd Dec. 10 A.M. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th November, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

| STEAMERS. | SAILING DATES. |
|-----------------------|----------------------------|
| PREUSSEN | WEDNESDAY 7th December |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 21st December |
| SEYDLITZ | WEDNESDAY 4th January 1905 |
| ROON | WEDNESDAY 18th January |
| BAYERN | WEDNESDAY 1st February |
| ZIETEN | WEDNESDAY 15th February |
| SACHSEN | WEDNESDAY 1st March |
| PRINZESS ALICE | WEDNESDAY 15th March |
| PRINZ REGENT LUITPOLD | WEDNESDAY 29th March |
| PREUSSEN | WEDNESDAY |

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|-------------|-------------------|
| GLASGOW and LIVERPOOL | "KEEMUN" | On 26th November. |
| GLASGOW and LIVERPOOL | "MOYUN" | On 9th December. |
| GLASGOW and LIVERPOOL | "HECTOR" | On 14th December. |
| GLASGOW and LIVERPOOL | "SOBRLENSE" | On 17th December. |
| GLASGOW and LIVERPOOL | "HYSON" | On 20th December. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------------|--------------|-------------------|
| AMSTERDAM, LONDON and ANTWERP | "TELEMACHUS" | On 6th December. |
| AMSTERDAM, LONDON and ANTWERP | "DIOMED" | On 20th December. |
| GENOA, MARSEILLES and LIVERPOOL | "DARDANUS" | On 20th December. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "KEEMUN" | On 30th November. |

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|-------------------|
| SWATOW, CHEFOO & TIENTSIN | "CHITLI" | On 24th November. |
| KOBE | "CHANGSHA" | On 24th November. |
| SHANGHAI | "WHAMPOA" | On 25th November. |
| NINGPO and SHANGHAI | "NINGPO" | On 25th November. |
| AMOI, MANILA, CEBU and ILOILO | "SUNGKIANG" | On 25th November. |
| MANILA | "TAMING" | On 25th November. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | On 10th December. |

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th November, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|--------------------------------|--------------|--------------------------------------|
| TAMSUI, VIA SWATOW AND AMOI | "M. SPRUVE" | SUNDAY, 27th Nov. at Daylight. |
| ANPING, VIA SWATOW AND AMOI | "PROVIDENCE" | WEDNESDAY, 30th Nov. at Daylight. |
| TAMSUI, VIA SWATOW AND AMOI | "FRITHJOF" | SUNDAY, 4th Dec. at Daylight. |

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8 Des Vaux Road Central.

T. ARIMA, Manager.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|--|----------------------|------------------------|-------------------------------|
| YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE | "SOCOTEA" | About 29th November | Freight only. |
| (Passing through the Inland Sea) | C. J. Benton, R.N.R. | | |
| SINGAPORE and BOMBAY | "BANCA" | About 29th November | Freight only. |
| | J. B. Fergusson | | |
| SHANGHAI | "BENGAL" | About 2nd December | Freight and Passage. |
| | G. Phillips | | |
| LONDON, &c. | "SIMLA" | Noon, 3rd December | See Special Advertisement. |
| | F. R. Summets | | |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS. | CAPTAIN | TO SAIL AT DAYLIGHT |
|-------------|-------|---------|----------------------|
| "ARAGONIA" | 5,198 | Schultz | December 13th, 1904. |
| "NICOMEDIA" | 4,370 | Wagner | January 9th, 1905. |
| "NUMANTIA" | 4,370 | Brehmer | January 25th, 1905. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.
1904.

| | |
|------------|-----------|
| "ST. HUGO" | 6th Dec. |
| "SHIMOSA" | 18th Dec. |

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904.

REGISTRATION
OF
TRADE MARKS IN CHINA.

Copies of the
EXPERIMENTAL REGULATIONS
may be obtained at the Daily Press Office.
Price 25 cents. each. Cash with order.
Hongkong, 6th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|------------------------------|-----------|-------------------------|
| SHANGHAI | "WOSANG" | Fri., 25th Nov., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Wed, 30th Nov., 3 P.M. |

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 24th November, 1904.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

"EASTERN."
Captain Ellis will be despatched for the above
ports on WEDNESDAY, the 14th December,
at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th November, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C. and
PACIFIC COAST PORTS, also to OVER-
LAND ROUTES, in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
northwards by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TUGBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Charter Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE and MARBLE FOR EXPORT.

Dealers in
GRANITE and MARBLE MONUMENTS
Prices & Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899.

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.

Hongkong, 26th May, 1904.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.

Agencies—
CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong 1st June, 1904.

FOR NERVOUS EXHAUSTION.

CHAPOTEAUT'S
Phospho
Glycerate
of Lime

For Nervous Troubles
in Adults and Children

SOLD IN
Capsules, in Syrup,
and in Wine

Increases vital energy and nerve force.
Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE

2459-4

MARTIN'S APIOL-STEEL PILLS

For Ladies

A French Remedy for all irregularities of the
Ladies' system. It is a gentle and effective
medicine, and is recommended by the
most eminent medical authorities. It is
sold in all the principal druggists and
chemists.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, if paid in advance, \$12 per annum.
Postage to any part of the World \$2.

Hongkong, 22nd November, 1904.

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"NUCIA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel has on cargo—
From London, &c., ex s.s. Moldavia and
Sardis.

From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. To-day, the 20th inst.

Goods not cleared by the 26th inst. at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1904.

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any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1904.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG,
AND SINGAPORE.

THE Company's Steamship

"GISELA"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Levant ex s.s. Europa, transhipped at
Port Said.

From Venice ex s.s. Venus, transhipped at
Trieste.

From Trieste ex s.s. Imperatrix, transhipped
at Bombay.

From Zanzibar ex s.s. Bohemia, transhipped
at Aden.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon, on the 25th November, or they will not
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
25th November, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELEK & CO.,
Agents.

Hongkong, 21st November, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NINGHOW"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at "consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 21st instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
25th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1904.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
To-day, the 22nd inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 29th instant, at
10.30 A.M.

All Claims must reach us before the 5th
December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 22nd November, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop,
Hainan Island 1st Oct.—Gihnan & Co.

AMERICA MARU, Jap. str., 3,437, Ernest Bent,
17th Nov.—San Francisco 19th Oct. and
Shanghai 15th Nov., Mails and General.—
Toyo Kisen Kaisha.

ANQUIN, German str., 1,001, T. Schaefer, 21st
November.—Bangkok 10th November and
Swatow 20th, Rice.—Butterfield & Swire.

AVOCA, British transport, 3,410, A. J. Winde-
bank, 18th Nov.—Colombo 6th November,
Military Baggage.—Jardine, Matheson &
Co.

BARON ELDON, British str., 2,979, Ulstrom,
4th Nov.—Moji 28th Oct., Coal.—Arnhold,
Kerberg & Co.

BATWY, British str., 1,542, Shotton, 22nd
October.—Labuan (Borneo) 15th Oct., Coal.
—Order.

BREIZ HUEL, French str., 2,933, J. B. Andrain,
19th Nov.—New York 28th Sept., Petro-
leum.—Standard Oil Co.

CASPER, Norwegian str., 774, Joh. Martin, 2nd
November.—Cardiff 10th Sept., Coal.—
Order.

CHANGSHA, British str., 1,463, S. Moore, 21st
Nov.—Sydney via Ports 27th October,
General.—Butterfield & Swire.

CHINA, American str., 3,185, D. F. Friele, 21st
November.—San Francisco 25th Oct. and
Shanghai 19th Nov., Mails and General.—
P. M. S. Co.

EMPEROR OF JAPAN, British str., 3,039, Hy-
pybus, R.N.M., 22nd Nov.—Vancouver 31st
October and Shanghai 19th Nov., Mails and
General.—C. P. R. Co.

GIANG BEI, British str., 1,198, Follett, 20th
November.—Samarang 8th Nov., Sugar
and Cotton.—Chinese.

GISELA, Austrian str., 4,264, G. Damjanovich,

